

The Herndon Planning Commission and Town staff want to thank all those who came to this meeting and shared their thoughts and ideas for the Herndon 2030 Comprehensive Plan.

HERNDON 2030 COMPREHENSIVE PLAN

MEETING SUMMARY: Public meeting on Downtown Herndon and Heritage Preservation issues held on May 16, 2007 at 7:00 PM in the Herndon Municipal Center Council Chambers, 765 Lynn Street, Herndon, Virginia.

Transportation Related Comments

- A plan should be created to connect the Downtown with the transit station in order to get rail users to come to the Downtown.
- There needs to be pull-off areas for buses. Currently, buses stop in travel lanes to pick-up and drop-off passengers. This practice slows down traffic and causes congestion. If pull-offs are not possible then the bus routes should be altered to go into the shopping centers.
- The negative impacts of on-street parking in residential neighborhoods should be evaluated. Spill over parking from one neighborhood should not affect another residential area.

Downtown Design Features

- The Downtown needs to have distinct visual cues within it and at its boundaries to alert people and drivers that they are entering in or are surrounded by a place that is special – a place that sets itself apart from the typical development in northern Virginia.
- There needs to be a gateway sign or element at the Elden/Monroe intersection. This is one of the main intersections in the Downtown, and it needs to have special features.
- Trees should be on both sides of the sidewalk.
- Parking should be tucked away behind building facades.
- Sidewalks should be wider than five feet. They should be eight to ten feet wide and larger in places to accommodate bus stops or outside tables.
- The Downtown should have parks. Several pocket parks throughout Downtown are desired.

- There needs to be a distinction between green space and open space in order to get the pervious, open green spaces desired.
- The heights of Downtown buildings need to be considered. Measurement of height should be done in relation to topography or in relation to the surrounding buildings.
- Pocket parks and architectural features are needed in the Downtown.
- Architectural features must be better than those found in the Fortnightly development, especially the fountain.
- There needs to be transition guidelines between the single family detached structures and abutting or adjacent taller structures.
- There should not be stand alone parking structures.
- There needs to be a gateway signature at the Park/Monroe intersection.

W&OD Trail in the Downtown

- The open space along the W&OD Trail needs to be managed and manicured, so there is a relationship between the trail and the surrounding land.
- There needs to be some type of rest stop in Herndon for the W&OD Trail. The rest stop should have the necessity of bathrooms and refreshments, but it needs to incorporate a commercial component, such as specialty retail or restaurants uses, that invites trail users to stop and stay awhile.
- Herndon should be a destination spot for trail users - not just a place to ride through.
- There needs to be links from the W&OD Trail to retail and restaurant uses.
- There should be connector trails to the W&OD Trail, so there are other paths people can use.
- The depot could serve as a W&OD Trail rest stop.

Specific Sites in the Downtown

Pines Shopping Center

- This development should be a continuation of the Downtown core.
- A mix of uses is desired, such as a hotel, retail, residential and restaurant.
- There needs to be pedestrian walkways for easy and quick access from parking to points of destination.
- Parking areas should be in the rear and not a predominant feature.

Former Virginia Power Substation Site - This site will need to be evaluated to ensure the proposed use appropriately transitions to the historic single family homes that back up to them. Height, mass, buffering and use will be important considerations.

Desired Downtown Uses

- A variety of mixed-uses, both commercial and residential - people will use the downtown if there are a variety of mixed uses, including housing.
- The arts center is a good type of use that will get people to come downtown during all hours of the day.
- The Downtown needs a boutique hotel and bed and breakfasts.
- The Downtown needs more destination businesses. The arts center would be a good destination.
- There should not be any more townhouses in the Downtown.
- There needs to be anchor restaurants.
- There needs to be senior friendly housing or universal housing. To accommodate seniors, housing should have elevators.
- The existing firehouse should be turned into a museum.
- There should not be so much residential downtown. Residential should be on the periphery.
- There should be a mix of residential and commercial in the Downtown.

- There still needs to be a place for auto-body shops in the downtown.
- Old business should not be driven out because of new development. The existing character of Downtown needs to be retained.

Density Concerns

- There needs to be an analysis of how many people can live in the downtown. What is the residential carrying capacity of the Downtown and have we reached it yet?
- What is the appropriate density for development in the Downtown?